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[WHOLE NO. 57.

SIEGE OF NEW ORLEANS.

[CONTINUED.]

Certain it is, however, that there are times when a military officer, to whom a great trust is confided, may be called on to violate the laws, that the Constitution may be preserved. Such cases cannot be foreseen and defined. They must be met when they come. But this involves a fearful responsibility, and they should therefore be so extreme, as to leave no doubt of the duties they impose. No one, not lost in metaphysical abstractions, would insist on the preservation of formal regulations, or even of ordinary enactments, in those cases of extreme peril, where an invading enemy is laying waste the country, and where the energy of military organization can alone stay his progress, and preserve that liberty, for which laws are not the substitute but the defender. But should a General mistake the crisis, he is lost. He must look to his countrymen, to public opinion, and to the proper legislature, for protection against those very laws he has violated, and whose spirit of elasticity restores them to immediate operation, when the pressure of danger is removed. It is, after all, a perilous resort, and most devoutly do we hope, that it may never be again witnessed in our country. But if it be, our next wish is, that the authority thus assumed may be quietly relinquished, and that its parting scene may be as memorable as was the appearance of the American General before the Louisiana Court; where he was thanked for his military services and fined for his civil offences, and bowing to the decree, ransomed himself by complying with the judgment. The incident is not unworthy of the historical painter. We do not enter into the discussions, which then divided the executive and legislative authorities of the state. Suffice it to say, that there were criminations and recriminations, and that in the mean time the public interest suffered. These difficulties did not disappear, till the functions of the civil magistrates were limited or suspended, and till the energy of military authority pervaded the whole circle of operations, and brought all to the great work of defence.

This, however, was not effected without much trouble and anxiety to the American commander, which were superadded to the proper duties of his station.

There was occasional firing on both sides, during all this period, by which a few casualties were produced, and perhaps some slight interruption given to the respective working parties. But the great object of the campaign was neither advanced on one side, nor retarded on the other. The British were busily engaged in transporting their supplies, in preparing and strengthening their batteries, and in making their arrangements for the assault, while at the same time they were willing to delay the final effort, till the arrival of a reinforcement daily expected under General Lambert. It was also ascertained, that they were employed in excavating Villeré's canal, so as to open a navigable communication between the bayou they had ascended and the Mississippi. There could be but one object in this project, and that was to throw a portion, or the whole of their force, suddenly across the river, and thus place it in their power to move upon New Orleans by one bank or by both. The possibility of such a diversion had already been anticipated, and preparations had been made for the danger, by the construction of batteries and parapets on the western side, similar, in their general *contour*, to those on the eastern. As the probability of a vigorous attack in that quarter became greater, prudence required a proportionate increase of the means of defence. The force was considerably augmented, and amounted, at the moment of attack, to about eight hundred men.

These works, however, were incomplete. A redoubt, was thrown up near the river, and an entrenchment was

constructed along the bank of a canal, for the distance of about two hundred yards. From this point to the swamp there was no defence but the canal.

The Americans had thus two lines of defence separated by the Mississippi, while the British commander had it in his power to concentrate his forces upon either, or to attack both simultaneously. There were not wanting those in his camp, who recommended that their principal effort should be made across the water, and had it been so, they might have pushed on to New Orleans, and compelled General Jackson to abandon his lines, and to commence a new system of defensive operations, or perhaps to risk the fate of the city upon an engagement in the field.

On the night of the 7th of January the American lines were manned by the troops, who were aware, from the incidents around them, that their enemy was preparing for the attack. The British had collected about forty boats, some of them armed with cannon, which were yet lying in the canal, ready to receive on board the detachment destined for the operations on the right bank of the river.

Many a sleepless eye watched the slow progress of that night—many, indeed, which never watched again. No man can contemplate, without emotion, the approach of such a struggle as was then evidently impending. When the blood is up, and all the excitement of battle around us, the mind is withdrawn from the reflection of danger, or rather is elevated above it. Duty, hope, shame, habit, discipline, all conspire to stimulate to exertion. But “the pain of death is most in apprehension.” It is in the stillness of the night and of solitude that those thoughts come over us, which are told in such burning words by the great dramatic poet of our fatherland. When

—“the dread of something after death,
The undiscovered country, from whose bourne
No traveller returns—puzzles the will.”

Captain Cooke has portrayed with much feeling his impressions upon this eventful night; and whether his thoughts took their hue from the circumstances around him, or the latter from the former, certain it is, from his description, that a sinister augury was as natural in itself, as it proved in the end to be but too true. He states, that he wandered through the camp, contemplating the scenes around, and comparing the confusion at the headquarters, and the noise and revelry and fires at the lines with the silence and order which appeared to prevail in the American army on both sides of the river.

The whole scene, with its associations, must have been singularly impressive to an Englishman—to a native of the older world, who had never seen the works of nature spread out in that magnificence which marks her operations upon this continent. Before him is that mighty river, of which he had heard from his infancy, rolling its endless floods to the ocean, and seeking its supply from the fountains of the north: traversing regions of boundless forests and perpetual solitude, and overtopping the rich but narrow plain, which man had gained from its dominion. High up, on its trunk and tributaries, those nomades wander, whose origin is a mystery; whose condition, habits, institutions and history, have arrested the attention of Christendom, since the veil, which insulated them and their world, has been withdrawn; whose fierce passions have always been gratified in the blood of friend and foe; who have been stationary, not in position but in improvement, while every thing around them has been changing; and whose destiny we have no pleasure in anticipating. Around him is the primeval forest, bidding defiance to the slow progress of human industry, shown, and scarcely shown in the little fertile tract, it has taken a century of labour to reclaim. The promised city, the object of his hopes

and toils, is within his sphere of vision, though shrouded from his view by the obscurity of the night, and guarded against his approach by an enemy he came to conquer without an effort, but whom, he now fears, no effort can conquer. The river is sending up its dense canopy of fog, which gradually encircles all objects, animate and inanimate, and circumscribes the lonely spectator within his own narrow world. His companions had fought in many a foreign clime; at Corunna, says Captain Cooke, at Busaco, at Ciudad Rodrigo, at Badajoz, at Salamanca, at Vittoria, at Toulouse, at Martinique, and at other famous battles which he enumerates, and where they had seen the *elite* of Europe flee before them, and its proudest fortresses yield to their impetuous valour. Now they had been foiled by a band of husbandmen, a "posse comitatus," "dressed in coloured clothes," "wearing broad beavers," "armed with long duck guns," "by lumps and crowds of American militia," and "by round hatted Americans,"* but who, with practised weapons, with stout hearts, sharp eyes and steady hands, had planted themselves in the path between them and their prey.

Here was, indeed, food for reflection and recollection; and the reader of the two military authors, who participated in these events, will be struck with the sombre tone of their remarks, when depicting their situation and prospects on the eve of the battle. There was an evident want of confidence in the British army—a vague presentiment of some approaching disaster—a scepticism as to the abilities of their leaders, and the military policy of their arrangements.

"Coming events cast their shadows before."

These apprehensions are easily accounted for from the course of events, and from the promptness, decision, and confidence on one side, and the want of these military virtues on the other.

But the work of preparation went on in the British camp. The troops were embarked in the boats; the fascines and scaling ladders were prepared; the columns marched to the proper positions; the batteries made ready to open their fire, and the necessary orders communicated, according to military usage, through such channels as would ensure their reception and proper execution. Thus passed the night.

Such was the relative situation of the hostile forces, when at the dawn of day, on the morning of the 8th of January, a signal rocket, thrown up from the left of the British lines, and immediately succeeded by another from the right, announced to the assailants that the moment of attack had arrived, and to the defenders that their trial was at hand. The morning was calm, cold, and lowering, and the exhalations from the river and swamps still rested upon the whole face of nature, and masked the movements of the advancing troops. They had formed in two columns, the principal one on the right near the woods, and the other on the left near the river. As soon as their advance was perceived by the outlying pickets, these instantly retreated within the American lines, and gave notice of the coming storm. There could, however, be no surprise. All night the lines had been manned; one half of the troops doing duty at their posts, while the other slept, or more properly rested. Still the obscurity of the morning and a partial curve in the woods, enabled the main column to attain within two hundred yards of the American work, before it was distinctly visible. The enemy had constructed two heavy batteries, and these opened their fire simultaneously with the movement of their troops, and were served with great rapidity. The thunder of their discharges added to the sublimity of the scene, but in all other respects they were innocuous. Not a gun in the American batteries was disabled, and as to the killed and wounded, they did not equal, in the whole engagement, the number of cannon which the British had in battery.

The American artillery now took its part in the con-

test. Some of the batteries were directed against the enemy's cannon, while others swept the advancing columns. Commodore Patterson, from his position across the river, co-operated by a vigorous flanking fire, with the general means of annoyance.

Sir Edward Packenham's plan of operations lay within a narrow compass. He designed to push his columns, by a rapid forward movement, upon the American entrenchment: to fill the ditch, as he reached it, with the fascines which had been prepared, and were to be carried by the heads of his columns, and then to apply scaling ladders, and mount the parapet. The principal object of the movement on the right bank of the river, was to seize the batteries constructed there, and to turn their fire upon the American right wing, and enfilade the lines. To render this co-operation effectual, it was essential that the collateral movement should precede the principal one, so as to place the batteries in the possession of the British before the lines were stormed. It was therefore a part of the plan, that Colonel Thornton, to whom the operations on the right bank were committed, should commence his movement at an early hour in the morning, so as to reach his point of attack about day-light. This, however, he did not do. Owing to the fall of the river, or to some mistake as to the depth of the canal, the boats grounded, and were got off with difficulty and after much delay. The best devised schemes may be marred by such unforeseen accidents. But he proves himself to be the great commander, who repairs misfortune by prompt and vigorous measures. It might have been wiser, had the British General postponed his attack till the result of Colonel Thornton's expedition was disclosed. That movement seemed to be the key of his own. But he apparently thought it essential to success, that the assault should take place about the dawn of day, so that his columns might approach as near as possible without observation, and then precipitate themselves, by a sudden rush, upon the Americans. To a night attack he had insuperable objections, it is said, on account of the difficulty of distinguishing friend from foe, where both spoke the same language. However this may be, he gave the orders for the signal. The rockets ascended, and his plan was committed to its fate.

The British columns were instantly impelled onwards. A rush, an escalade, and the bayonet, only could save them. But they moved slowly. Some of them carried fascines of sugar cane, and all had their knapsacks upon their backs. A French *pas de charge* would have cleared the interval in brief space, if indeed it was in the power of any troops to clear it, in the face of the murderous fusilage which was vomited forth from the American works. But slowness was death. And so the assailants found it. The damp canopy which had shrouded the plain, was now rising, and bringing into view the whole fearful scene. The columns had debouched from their shelter, and the dense masses of human beings were now propelled to the very muzzles of a frowning line of guns, held by the best marksmen in the world. The eye upon the barrel, and the finger upon the trigger, and woe to the living target at whom the bullet is sped. The fire opened with volleys of flame, and peals of thunder, which are described as being the most awful sight and sound that ever broke upon the eye or ear. Captain Cooke's description of the reverberation of the intonations from the forest is appalling. Well it may have been so, to men who stood before these terrific discharges, and were mowed down without resistance. No doubt, as he says, none but a spectator could form an adequate conception of this horrible catastrophe. It was not our fortune to be there, and we cannot therefore spread before our readers a vivid picture of a scene without a parallel in ancient or modern warfare. Nor indeed would it be possible for any one to describe with minuteness and precision, the varied incidents of such a field, fought and won under such peculiar circumstances. Suffice it to say, that some of the British troops, with matchless courage, gained the brink of the ditch, but could go no farther. The column itself, broken, dispersed, disheartened, retreated in the

* We suppose these epithets and descriptions were cant phrases in the British camp, applied to their enemies as marks of contempt. They are all to be found in Captain Cooke's work.

utmost confusion to the ditch, behind which they had formed, where being rallied, and depositing their knapsacks, they were once more brought to the conflict. But the effort was vain. There was no intermission in the American fire. Musketry and artillery still poured out their messengers of death. The British General was killed in the front of his troops, animating them by his presence and example. His second and his third in command were disabled and carried from the field, and probably not less than a thousand men, dead and wounded, were lying beside him. It is said, that from some defect in the management, the ladders were not brought forward, and this has been assigned as one of the causes of failure. But without men to mount, why ask for ladders? All the scaling apparatus ever invented and employed would have been useless in that hour of consternation; when, as Captain Cooke says, "a few brave officers and soldiers were prowling about the edge of the ditch." *Not a hostile hand was placed upon the parapet during that bloody day.* It is idle, then, to inquire into the mischances which prevented the production of the ladders. We must look to other causes for this disaster to the British arms.

Temporary success at first attended the movement of the left column. To this was confided the attack of an advanced redoubt, which had been commenced some days before, and which was at this time in an unfinished state. The assailing force advanced rapidly upon the redoubt, which was feebly defended, and a portion succeeded in entering it through the embrasures and over the parapet. This, from the state of the work, was not difficult. But the difficulty was to retain possession, or to carry the entrenchment in the rear. This was soon found impracticable, and a fire from a detachment of riflemen killed and wounded many of the assailants, and compelled the others to evacuate the post. The column was almost destroyed, and its wrecks were strewed upon the levee and road. As soon as the American commander heard of the loss of the redoubt, he gave orders for its immediate recapture, *coute qui coute*; but it had been regained before any other measures were taken.

On the fall of General Packenham, the command devolved upon General Lambert, who had been assigned to the care of the reserve. He immediately came forward to direct the operations, and to restore, if possible, the fortune of the day. He met the discomfited troops retiring in confusion. But not till they had once and again passed through the scenes we have described. It was wonderful to see how the instinct of discipline, and the native courage of Englishmen, bore the devoted troops through this appalling struggle. Their cry was onward, and onward they went, till nature could endure no more—till the hopelessness of the attempt was apparent to all—till one-third of their number was placed *hors de combat*; and till the narrow field of strife had become an *Aceldama* indeed, covered by the bodies of their leader and their companions. The American peals were uninterrupted; but while the enemy was canopied by the clouds of smoke, the discharges were directed with less precision. As this veil swept off, or as their flight or advance brought them into view, the work of destruction went on.

General Lambert, on examining the state of affairs, relinquished all intention of farther prosecuting the attack; and withdrew his troops from the reach of the guns, and finally from the field of battle.

[CONCLUDED NEXT WEEK.]

ANCIENT ARTILLERY.—It is related of Froissart, in his Chronicles, that at the siege of Oudenard, in 1382, by the people of Ghent, an enormous bombard or mortar was used, compared to which the monster mortar at the siege of the citadel of Antwerp, in 1832, was a mere pop-gun. "To terrify the besieged, (says the Chronicler,) they made an amazing large bombard, fifty feet in length, shooting stones of mighty weight; and when this bombard shot, it might be heard full five miles off in the day time, and by night, ten, so tremendous was the noise."

SURVEY OF THE COAST.

THIRD REPORT OF MR. HASSSLER.

Report of F. R. Hassler, as Superintendent of the Survey of the coast, additional to that dated May 17th, 1834, containing an Account of the Progress of that Work during the Summer and until November of 1834.

1. I stated in my report, of which this is to be a continuation, as well as in many previous communications, that the accurate measurement of a base-line, by the means especially provided for that purpose, the description of which is published long ago, was, after the measurement of the angles of the main part of the triangulation, presented in that report, the first and, as well known, most important part of the work; to that I had therefore principally to devote my attention and personal exertions this summer.

2. I also stated in that report, that from the observations upon the stations of Rulans and Westhills, upon Long Island, there appeared to present itself the prospect of a base-line far more advantageous, in every point of view, than that measured preliminary in English Neighborhood, New Jersey—namely, upon the beach called Fire-Island Beach, upon the south shore of Long Island, which separates what is called the great South Bay from the ocean.

3. Viewed from the two named stations, this beach presented a narrow strip of land, that appeared straight between the lighthouse, at the inlet of the bay, and the station-point called Head and Horns, and perhaps even farther. Its position lies eminently favorable for the determination of the distance from Westhills to Rulans, which presents itself extremely favorable as a base for the large triangles, crossing Long Island Sound over to Connecticut, &c., as evident by the maps of the triangulation joined to my report of last May.

4. These advantages were too great not to decide in favor of this location of the base-line, for the execution of which Captain Swift was preparing all the mechanical means in New York, during the time that I wrote my last report and before. But it would have been very desirable that the actual work could have been begun with the earlier part of the season; this, however, was impossible, on account of a considerable part of my time being taken up in Washington, in the latter part of the winter, to give to the Navy Department all the information, that was requested, on account of the correspondence upon the Coast Survey being transferred to that Department from the Treasury Department, where all the detail arrangements of the work and the tenor of the agreements made with me were known from their very beginning.

5. When I could join my assistants in New York, in the earlier part of June, the means being all on hand, I directed the final adjustment of the whole base-measuring apparatus and what is connected with it; there were also engaged an adequate number of men for the manual assistance required, in the selection of whom we were really fortunate to obtain all efficient regular men, of such different qualifications as are absolutely required for the varied exigencies of an accurate measurement of a base-line, and the extra works that it requires, in a place entirely isolated, and thence distant from all other means to provide for them.

6. I directed then all the assistants, not otherwise especially engaged, the men, and the apparatus, and equipment, to Fire Island Light-house, in the neighborhood of which the west end of the base-line was to fall; and directed the assistants, joining there, to make a detail survey of the beach, from its western end, till to Head and Horns, or even Watchhill; such a previous survey being always necessary, to enable to select the most favorable ground for the actual measurement. The map of this locality hereto joined proves this evidently. Two lines between Head and Horns, and some points near the Light-house, proposed, and scrutinized first by my assistants, presented such difficulties, by intervening

sand-hills and bushes, as not only would have required a great length of time in overcoming, but also would have occasioned chances of inaccuracy, besides a great deal of calculations for the consequent and necessary reductions to the too much interrupted horizontal line.

7. When I could join my assistants upon the beach, in the beginning of July, though by no means in a good state of health, and after having visited the projected lines, the difficulties they presented decided me to try to lay off a straight line upon the outward sandy shore of the ocean, between the sea and the sand-hills, which appeared to present a nearly straight line, little different from parallel to the shore. This succeeded so well, that a line was laid out, starting from a sand-hill of moderate elevation, somewhat south-east of the Light-house, and extending over eight miles upon the sandy beach, only in a few instances, edging the sand-knolls, and in some others going between the high and low water mark on the sea-side; the lowering of the first, as much as needed, it was easy to accomplish, and the second apparent difficulty, was equally easily overcome, by so regulating the work, as to meet these places during low tide.

8. This line was then laid out accurately straight, by means of a transit instrument; and measured preliminary by the same chain of twenty metres, which had been used in 1817, for the preliminary measurement of the base-line in English Neighborhood, and which serves now for the detail plane-table survey of the south side of Long Island. At every four hundred metres, a peg was driven into the ground, bearing the mark of the distance; these precautions are always required, as a great means of security against mistakes, by the omission that might happen of inscribing a measuring bar box in the registers, as thereby constant verifications are presented.

9. During the months of August, September, and October, this line was then measured in forty-five days, of which twenty-seven in August, fifteen in September, and three in October, the other part of that time being taken up either by interruption from unfavorable weather, or such days as were necessarily employed for the moving of our encampment along the line, for which it was always necessary to employ all the helps otherwise engaged at the manual part of the base measurement; there being never any doublets of men engaged in our work, and I must add, near the end of it also, by my own increased state of sickness.

10. At every four hundred metres, as determined by the accurate measurement, and at every one thousand metres, strong pegs were driven in the ground, marked by their distance from the west end, and every two thousand metres, was besides furnished with one of the stone ware cones, that are always used at the station points; these are intended as fixed points, from which the detail points, of the soundings in the sea, that they border, are to be determined.

11. Both ends of the base-line, thus resting upon two sand knolls, that will by their position, in all appearance, always be secure from the sea, have been marked by two monuments, each consisting of a Newark red sand stone, of about four feet high, hewn square for about eighteen inches from the top, with an even top of one square, and a round hole in the centre; under the square cut part, a frame was fixed in, consisting of four pieces of hard wood scantling, embracing it closely by grooves, made expressly in the stone; the lower part being left rough. These stones were sunk entirely even with the sand, together with their frames, which by their extending about twenty inches on each side farther in the ground, will make them stand more solid, and maintain their perpendicular position.

12. The distance between the monuments will exceed fourteen thousand and fifty metres, or eight seven hundred and thirty-four hundredths miles; the accurate number will result from the calculations that I shall make next winter, upon the reductions needed for:

1. The varied state of the temperature.
2. The elevations and depressions, that the localities of the ground obliged to make in many places.
3. The reduction of the line actually measured upon

the shore sand, to that between the monuments; for which all the data have been determined upon the place.

13. The apparatus used for this measurement, is that which I have described in my printed papers upon the Coast Survey, which, though grounded upon entirely new ideas of my own, has obtained the approbation of all the men of science acquainted with such kind of works. It has also proved a very expeditious, therefore even an economical arrangement, as the line was measured in the same time, (forty-five days) as the base-line of Mr. De Lambre of eleven thousand eight hundred and forty metres, which mine evidently exceeds considerably. In fact, this base is one of the longest lines ever measured with an accuracy in any way comparable.

14. The details of the operations in principle, and even the manipulations, are already described, in my "papers upon the Coast Survey," and as the statement of the final numerical results, must naturally be postponed until the adequate calculations will have been made. I have here only yet to state the great satisfaction which it gave me, that my assistants, engaged with me in this arduous task, naturally entirely new to them, acquired the manipulations of the apparatus so well, that when otherwise favored by the weather, and the locality, we proceeded with a rapidity far above all expectations; and their cheerful exertions during the whole time, and even that of the laboring men, deserve due praise, and were a great support to my personal exertions, particularly towards the end, when my ill health had rendered my personal exertions very difficult and fatiguing.

15. The detailed account of this operation, which is of rather a scientific nature, I flatter myself, will be of interest, and therefore enhance the value of the methods that I have devised for the works of the Coast Survey, as well as increase the interest for the work, with the Government, and the well informed public in general; in fact, this account of the work belongs rather to the ultimate scientific account of the main triangulation for the whole work.

16. I had expected at the close of last campaign, that after the measurement of the base-line, I should be able yet during this campaign, to measure the angles of the triangles, that will determine directly from it the distance from Westhills to Rulands, and also those angles on Harrowhill and Wesel, which connect my work of 1817 to the present; this I intend to do with the large instrument ordered of Troughton, and promised in due time for that purpose. But unfortunately, not only this instrument has not yet arrived, but even many unexpected impediments have arisen, that have made the execution of my projects impossible, and deprive me even now of the use of the means, by which I intend to supply this deficiency. Besides that the lateness of the season, at which the campaign could be opened, postponed naturally every thing for equally as much as my stay in Washington had been protracted, as above stated; an accessory result of which was, that the season for living and working at the sea-shore, falling partly in the equinoctial storms, not only our progress was impeded, but it reduced me ultimately to the sick bed, and the lingering state consequent to it, which last even now, increased and maintained by the difficulties laid in the way of my progress. I had therefore also to avail myself of the assistance of Mr. Blunt, whose operations were near the base-line, for the measurement of the accessory and preliminary angles, that had to be measured at different places of the base-line, for which besides neither I, nor any of the other assistants engaged at the actual measurement, could leave our functions.

17. Though the two assistants engaged in the secondary triangulations, Messrs. Ferguson and Blunt, were some part of the time with me at the base-line, particularly Mr. Blunt, they have continued equally their tasks, as I stated in my last report that they were engaged in, namely, Mr. Ferguson in Connecticut, Mr. Blunt upon Long Island, continuing the secondary triangulations, of which a part is already included in my report of last May; the comparison of the sketch of Mr. Ferguson's

triangles here joined with the map of my last report will show his part of progress; the necessity of calling on Mr. Blunt for the triangulation around South Bay, and to the base, has made it impossible to present with this report a corresponding sketch of his work, besides that herewith from the said South Bay.

18. It is my intention to have the topography of the south part of Long Island near the base-line fully executed this fall, as well upon land as for the soundings of the great South Bay, that lies between Fire Island beach and the main shore of the island. With that view I marked off a part, from the west end of the base easterly, of such length as would serve as base for the triangles, adapted in size to the dimensions of that bay.— Such a triangulation was then grounded upon it, by Mr. Blunt, as envelopes the whole bay from its entrance to its extremity, as shown by the sketch here joined.

19. The results so obtained were projected upon the scale of one ten thousandth, to serve for the filling up of the topography with the plane-table, at which Mr. Renard is just now engaged.

20. In the same manner Lieutenant Gedney of the Navy, who has been appointed, upon my proposition, for the first expedition of soundings, namely, that of the bay so enclosed in the triangles, and the sea-shore adjacent to the beach, has been furnished with a projection of these triangles upon a scale sufficiently large to make his preliminary constructions for placing the soundings, in which service he is now engaged upon the bay.

21. It was my intention to procure from Paris the material and implements, (which hitherto I have furnished out of my private stock,) necessary to have a fully finished map executed of the part of the coast in the vicinity of the base-line, where the topographical details are now executing and the soundings are now taking, by which I would have been able to present this winter yet, a real sample of the execution of the maps, early enough yet to lay it before Congress during the course of the coming session; also examples of drawings in all the different scales that it will become necessary to use were to be procured, as I have only (in my private possession,) a single example upon one scale, that was presented to me long ago by Mr. Beautemps Beaupré, of the Depot de Marine in Paris; for it must be here observed that these objects are not obtainable from any other place than Paris, or where they were brought to from there, and that there has been established for all such works an universally understood conventional language of signs, and manner of distinguishing the objects, which appears not yet much known in this country, and which it is necessary to adopt, in order to be properly intelligible for every body, and to present the results also from that side, so as it is proper in the present state of science. But the impediments mentioned in my correspondence as laid in my way for the best forwarding of the work, by procuring the necessary means in due time, has frustrated me of the pleasure of giving that satisfaction this year; this can only be remedied the following winter, (if in the mean time the difficulties are levied.)

22. The secondary triangulation made by Mr. Ferguson is now brought till to the Palisades on the west, from New Haven, where its eastern part begins, and that of Mr. Blunt upon Long Island parallel to it, both upon the plans as already stated, though I had to interrupt Mr. Blunt several times for works at the base-line, as above stated.

23. Thence also of all these parts of the country the work is brought to its ultimate application to the minute details of the topography, which I therefore intend to put in full activity as soon as the necessary arrangements can be made, which in the present state of things is impossible.

24. I am sorry to be obliged to state here yet, what is otherwise evident to every man, who occasionally is a witness to the work of the Coast Survey, that from the most important to the minutest part of the work every thing is arranged in the most strictly economical manner, and at the same time so as to produce the greatest possible effect, in perfectly accurate results in the shortest

space of time; for in this principle lies the true economy of the work; any arrangement whatsoever not fitting to this aim, is a direct loss, as well in work, as actually also in money; my experience by having made similar works formerly at my private expense, I find a sure guide in this respect, and I dare to assert with full confidence that never so much actually valuable work was obtained in the same space of time, and for the same proportional amount of money, in any survey whatsoever.

25. By the change of the Department in which this work is committed, it became necessary for me to spend much time in giving the informations necessary to introduce many gentlemen, completely new in the business, into the proper genius of the work, and its most advantageous organization, which lies in documents reaching from 1807 to the present date, during which time, on one hand the arrangements were constantly perfected, while on another even the older documents, in the hands of the Government, have been destroyed by the conflagration of the Treasury Office, so that now I am alone in the possession of them in their original I had already some time ago begun the copies to restore these documents, and they needed principally only my revision and signature, but it has become necessary to make use of so many of them that the collection is now very incomplete, and actually my time is otherwise too much engaged to attend to this part at present.

26. As this report is rather to be made in haste, to reach in due time for the aim of the President, to present it with the Message to Congress, in addition to that of last May, minute details have been excluded. I expect however to have presented the principal features and state of the work to sufficient satisfaction for the present purpose, and to have made evident that I have continued the work according to the principles laid out for me from its first beginning in 1816, that is in a manner *honorable and permanently useful to the country*, which was already the judgment that late President Jefferson, with whom the first law of 1807 had originated, gave upon my work of 1817, and if nothing is altered in my plans and my organization of the whole arrangement, I can promise equally good success for the further continuance, and even assure that by no other means, or arrangements, it is possible to obtain such a result; for this the judgment of all the practical and experienced men of science in this line all over Europe is already recorded in the scientific prints.

F. R. HASSSLER.

West Hills, Huntington township Long Island,

11th November, 1834.

Addition.

The neighborhood of this base-line is peculiarly remarkable for the Coast Survey, from the circumstance that it is just the place of the coast of Long Island, where the most vessels shipwreck, because the sea-charts generally represent this coast straight, while in reality it makes a considerable angle out in the sea, so that for vessels arriving from the east, the captains, thinking themselves safe in sailing straight on, after seeing the shore in the evening, are stranded next night at this projecting point; this is proved by the number of wrecks, the remains of which are strewed all along the base-line, and in one of which actually one of our intermediate marks stands; notwithstanding that the habit of the inhabitants of the beach is, to buy the wrecks, and clear them away as soon, and as much, as possible, we found when we were there, the remains of about eight such vessels: one that had stranded while we were there, was cleared off entirely during the time, and we made use of pieces of it to shelter the base apparatus from the waves, when we were passing between high and low water mark; and one stranded there since.

F. R. HASSSLER.

The French frigate Dido has arrived at Martinique from Brest. She is the only vessel of war that had left France at our latest dates, for the West India station.

DOMESTIC INTELLIGENCE.

AN INVENTION.—The New York Times says:—“ We understand that Mr. Clinton Roosevelt, of that city, has invented an invulnerable Steam Battery, calculated to do great service. It is rendered invulnerable, as we are told, by making the bows and stern of the vessel alike sharp, and plating them with polished iron armour, with high bulwarks and a sharp roof, also plated in like manner, with the design of glancing the balls, which can be done if the angle of incidence be sufficiently acute. The means of offence are a torpedo, which is made to lower on nearing the enemy, and be driven by a mortar into the enemy's side under water, where by a fusee it will explode. There is also a very large cannon at each end of the battery, to use in case circumstances should render an attack by the torpedo impracticable. There are also mortars to throw all kinds of combustibles upon the sails and decks of opponents. This mode of approach is always to keep one of the ends of the battery opposed to the enemy. There are means to prevent balls from reaching any part of the machinery.”

The Report of Col. Long upon his exploration of the country to ascertain the best route of a Rail Road from the coast of Maine to Quebec, has been received by the Governor, and communicated to both branches of the Legislature, and they have ordered 30,000 copies to be published. It is a very valuable document, and comes to the result that Belfast is the best place for it to terminate on the Atlantic waters.—*Belfast Journal.*

A letter from Mobile, dated the 14th Jan. says:—“ The Boat which was expected yesterday from New Orleans with Col. Twiggs and the U. S. Troops, arrived last night, but without troops or any further information than that Col. T. did not consider the danger sufficiently great to induce him to move without orders.”

LITTLE ROCK, (Ark.) Jan. 5.

MORE TROOPS.—The steamboat Arkansas, from New Orleans, brought up 138 fine looking recruits for the United States dragoon corps at Fort Gibson, which were enlisted in Pennsylvania and New York within a few months past.

The officers in charge of these recruits are, Major Belknap, 2d United States infantry; Lieutenant Izard, United States dragoons; and Lieutenant Nute, 6th United States infantry.

LITTLE ROCK, (Ark.) Jan. 12.

Information reached Van Buren, a few days ago, of the death of Capt. George Vashon, agent for the Cherokees, and formerly an officer of the U. S. army. He is said to have died on the 31st ult. of an inflammatory sore throat.

EMIGRATING CREEKS.—The Steamboat Alpha, with two large Keelboats in tow, arrived at this place on Friday evening last; and, after anchoring in the Stream about an hour, without permitting any of the Indians to land, proceeded up the river, having on board 511 emigrating Creek Indians, on their way to the country west of the Arkansas. The party is under the direction of Mr. Beattie, agent for the contractor, and Lieut. Deas and Dr. Randall, U. S. army.

We acknowledge, with pleasure, the receipt of the following letter and its enclosure, by the mail this morning:—

To the Editors of the N. Y. Commercial Advertiser.

ALLEGHENY ARSENAL,
Pittsburgh, Pa. Jan. 22, 1836.

The enclosed check on the Girard Bank, is the amount of a subscription from the small enlisted force, and others employed by the public at this Arsenal; and is intended to be applied by the Committee, of which you are a member, in alleviation of distresses produced by the late desolating calamity in your city.

It is a small donation from men, whose munificent dispositions are less limited, than their means of gratifying them. I am, sir, very respectfully, your ob't serv't,

R. L. BAKER, Maj. U. S. A.

FOREIGN MISCELLANY.

FROM PAPERS RECEIVED AT THIS OFFICE.

From the United Service Gazette.

WIND, WEATHER, &c. ON THE COAST OF CHILI.—The following remarks on the currents, and on the wind and weather on the coast of Chili, were made by Captain Robert Fitzroy, of his Majesty's ship Beagle, enclosed in a letter to Captain Seymour, which was produced by that officer at the late Court-Martial, respecting the Pique. The communication is dated the 12th of July, 1833:—

“ Near the Island of Mocha, and in the offing off Cape Rumena, the current usually runs to the north-west from half a mile to one mile and a half each hour. Distant, in the offing, more than twenty or thirty miles from land, this set of current is so much diminished, that it is hardly sensible; but near Mocha, and especially near the very dangerous outlying rocks off the south and south-west extreme of that Island, it is increased to two, and at times, even to three miles an hour. From the great river Bio Bio, and from other rivers in the vicinity, vast floods escaping to seaward, cause strong and irregular currents, which set to the southward, passing the island of Santa Maria, sweeping round Point Lavapre, and Cape Rumena, and Tucapel Point, into the bay, where H. M. S. Challenger was wrecked. These southerly currents are usually found to set strongly along shore, but has never been supposed to reach an offing of six miles to the westward of Cape Rumena. A very intelligent and trustworthy Hanoverian, Antonio Vogelborg, called also ‘Vergara,’ employed during several years, sealing and otherwise, upon those coasts, was once drifted in a small vessel from six miles south of the paps of Bio Bio, almost to the rocks off the north end of the island of Santa Maria, in one night during a dead calm.

But after the great earthquake of the twentieth of February, which affected all the coast about Conception, and especially the island of Santa Maria, which was upheaved ten feet vertically; the currents set to the south-eastward so strongly, that a boat, belonging to the above mentioned Antonio Vogelborg, which he was steering, running near the island of Mocha, under sail, with a fresh southerly breeze, could hardly make head against the strong stream that was passing along shore from the north-westward. This happened on the 21st of February;—a few days afterwards, there was very little current in any direction. Since that time, the earth has not been at rest near Conception during any considerable interval. Repeated shocks have continued to alarm the suffering inhabitants, as may be known by referring to Mr. Caldecleugh's paper, published in the ‘Transactions of the Royal Society.’ It is therefore to be apprehended that the strength and direction of the currents in the neighboring ocean are, as yet, unsettled, and extremely uncertain.”

On the southern coast of Chili, winds from the southward, or from the northward prevail more than those from the west, and very much more than those few which come from the east. From south south-east to south-west, and from north-west to north (magnetic,) are the points whence the wind usually blows with less or more strength, according to the time of the year. During the summer months, or from September to March, southerly winds are prevalent almost always. They are frequently strong in the afternoon, and sometimes during a part of the night. Towards morning, and during the early part of the day, moderate winds, light breezes or calms, are to be expected. Near the land it is generally calm at night, excepting about once or twice a month, when the wind blows strongly from the southward until about midnight. Occasionally northerly winds are experienced, it is true, during the summer, but they are usually so moderate during that season, that they pass almost unnoticed.

About the end of March, the ‘northerns,’ as they are called, begin to remind one that fogs—heavy and frequent rains—thick gloomy weather—and strong winds often trouble the southern coast of Chili. During a part of

March, and throughout April, May, and June, foggy weather is frequent; and although it is not often that a thick fog lasts longer than a few hours a day, even two days of continued thick fog is not unknown. With northerly and north-west winds, the sky is overcast, the weather unsettled, damp, and disagreeable. These winds always are accompanied by cloudy, and usually by thick rainy weather. From the north-west, the wind in general shifts to the south-west, and thence to the southward. Sometimes it flies round in a violent squall, accompanied by rain, thunder, and lightning; at other times it draws gradually round. Directly the wind is southward of the west, the clouds begin to disperse, and as a steady southerly wind approaches, the sky becomes clear, and the weather healthily pleasant.

A turn of fresh southerly wind is usually followed by a moderate breeze from the south-east, with very fine weather, light variable breezes follow, clouds gradually overspread the sky, and another round turn is generally begun by light or moderate north-easterly breezes, with cloudy weather, and often rain. This is the general order of change. When the wind shifts against this order or backs round, bad weather with strong wind may be expected.

Lightning is always a sign of bad weather. It accompanies or precedes a change for the worse, which, however, is usually a prelude to clearing up. Squalls are rare, excepting at the shift from north-west to south-west, already mentioned. From the westward, (south-west by west to north-west by west) the wind does not usually, if ever, blow nearly so strong as from north-west to north, or from south-west to west.

From the Plymouth (England) Journal.

BRITISH DOCKYARDS.—Pembroke dockyard is situated about 10 miles from the entrance of Milford Haven, and it is well calculated for building ships, but will never be a place for equipping a fleet: the channel is very narrow for large ships. A bank lies off the dockyard, between which and the yard itself, a line-of-battle ship could not lie and swing round without touching the ground. The artificers employed there have principally been sent from other yards; they receive from Plymouth all their metals and a good deal of timber and other stores for building their ships; and the ships are, when built, sent away—that is to say, artificers, with materials, have been sent into Wales to build ships, and when the ships are built they are sent to England—an admirable system of economy!

Falmouth, as every body knows, is our principal packet station; the good people of the town have allowed their harbour to fill up, and the King's packets can no longer approach the town, but lie in the outer road. Even in the olden time of west country jobbing, the Cornish members never succeeded in establishing a dockyard there.

Plymouth is easy of approach. Pharos gleams on the top of the Eddystone rock, and points out the way to a safe haven behind that great national work, the Plymouth Breakwater. Here our navy may ride in safety, and find either an entrance or an exit by an eastern or western channel; Catwater receives the disabled ship from the west, and Hamoaze from the east, where Britain's best bulwarks float and swing round at their moorings in its deep but tranquil waters. Here the largest ships approach the arsenal and receive on board the whole of their equipments, provisions, water, and artillery, while the channel between Hamoaze and the Sound is sufficiently deep to admit the largest ships at any time of tide.

Pass we now to Portsmouth; a muddy lagoon, traversed by several creeks, in which a number of ships of war lie, moored head and stern for want of space to swing round, and for want of depth to clear the bottom;—a few large ships may be seen near the entrance, moored by the bow, where they swing round in a hole, scraped out at an immense cost by a steam power. All this is nearly enclosed by marsh-lands, ditch water, and shingly beach, and behold the commodious and splendid port of Portsmouth, where the solon of the Naval and Military

Gazette would place the Royal Navy of Great Britain; large ships can neither fill their water, take in their provisions, nor guns, in Portsmouth harbour. Its entrance is very narrow, and has no more than 14 feet water in the narrows at low spring tides. There is a basin, it is true, but large ships can only be taken into it at spring tides. Its natural advantages are all of the negative kind, and were it not for the fine anchorage at Spithead, and within the Isle of Wight, Portsmouth would be really the worst of our naval stations. Sheerness is a complete and convenient dockyard: it has deep waters, deep docks, and a good basin, but our naval rulers in every age, have been more famed for finding natural difficulties to surmount, than in taking advantage of natural facilities in forming our public works. Sheerness yard was built on a swamp protruded into the sea, and bounded on a quick sand; it stands upon the lowest and most leewardly point of the Medway, the sands about the entrance of the Thames—serving equally to impede the entrance of an enemy or the exit of a friend.

Chatham is a dockyard of shallow and fresh water kind, and is now of little use as a fitting port; there is little more than 16 feet of water at low tides, consequently a large ship cannot be equipped here.

Woolwich is the pride of cockney town, its dockyard is built on the western banks of the Thames, whose turbid waters once washed the foundation, till either the indolence or ignorance of its officers allowed erections to be made on the banks of the river, by which means the stream was turned, and mud deposited to a depth of 12 or 15 feet along the front of the dockyard. Basins have been built to obviate some of these evils—mud has been raised by steam and deposited on the adjacent shore, and men have been employed to push the mud into the stream, and “John Bull” has paid pretty handsomely for the ignorance of his officers. Woolwich is now a receiving and building yard; here steamers are fitted out or repaired, sailing vessels seldom being equipped at this arsenal.

Deptford dockyard, once the cradle of the British fleet, is now become its sepulchre! it has been shut up, and is now only used for taking old and crazy ships to pieces. When it was determined to reduce this yard, and send away the stores to the magazines at Woolwich, Chatham, and Sheerness, all the river craft were employed for a great length of time on the service. Huge rafts were made of the timber and spars; and although the yard was ordered to be cleared, we very much doubt this service has yet been accomplished.

CAPTAIN BACK.—At a recent meeting of the Royal Geographical Society of London, a paper was read from the pen of the gallant Captain. Among other novelties he stated—“that the extent of his journey had been 1,200 miles up the Slave Lake and Mackenzie River, and that he had discovered upwards of 90 falls during his course; the banks in some places being of a native red granite, and others of a slate-colored grey stone, of 50 and 60 feet perpendicular height. The paper minutely described the appearance of the land on the sides of the river, and the abundance of tributary streams falling into it. He also discovered a cataract 1,000 feet high, of from 150 to 200 feet wide, at the mouth of the Slave Lake, in which were many small pointed islands forming groups. About four hundred miles from this, four islands were visible, and the lake was joined by another large stream. The shores of the lake, either from the crushing of the ice, or the rolling of the holders, produced a coast of pudding-stone to a considerable distance. In a contracted part of the channel, the water was said by the Esquimaux never to freeze, which for two years he had an opportunity of proving, although the rapidity of the stream could not be considered the cause. The expedition wintered in lat. 62. 46. N. and 109. 39. W. lon. in a valley at the extremity of the Slave Lake, having been informed that fish and game were plentiful. They found, however, unfortunately, that the former only came to this spot to spawn, and that the latter forsook it at the approach of winter. The valley was covered with grass in most places, and in others, with large masses of moss.

covered rock, which appeared to have been deposited by some convulsion. At fifteen miles distance they were informed by the Esquimaux that there was an eminence, from which arose an immense smoke, which these simple natives ascribed to its being the residence of the Evil Spirit, and refused to lead the way to the spot. It having been observed by two of his men, he determined to examine it, and found the eminence 2,000 feet high, from whence was precipitated a magnificent cascade, the uprising foam causing that appearance, and the waters having frozen, formed beautiful pendants of green, blue, and violet color, from the refraction of the light. He then continued the narrative of his expedition to the farthest point where the Fluicho river cuts its way between mountains of a very considerable height, forming a numerous succession of cascades, one of which was a mile and a half wide, and 65 feet high. He concluded by giving his opinion that there was a north-west passage, the drift-wood not sufficiently saturated with water to be incombustible, in the neighborhood of Boothia, which he had no doubt was an island, proving the existence of a current from Behring's Straits, the passage from Boothia to the main land being from 35 to 40 miles wide. He expressed his opinion, that should a proper vessel be built with implements and means to construct boats on board, and the navigators trust themselves to the currents instead of edging along the shores, while their course would be more secure, the chances of success would be more certain. The strongest indications of the passage being occasionally opened, were proved to him not only by the drift-wood which was frequently met with, but by the vertebrae of a whale which was found on the shore—these animals never resorting to shallow water."

BRavery of a French Sailor.—The *Courier de Brest*, of the 1st of November, contains the following act of courage:—On the 22d of October, about noon, the *chasse marée* Saint Francois, Captain Fruneau, run in the reach of Rocland, near Quiberon, where she was carried by the sea and a heavy gale of wind to a chain of rocks stretching out from Tiviec, where she must inevitably have been dashed to pieces; in that state of danger an enormous sea laid her upon her quarter within a quarter of a league from the coast. The tempest was then raging with the utmost force, and, to avoid certain death, the captain came to a resolution to get out his boat. He had then on board, as passengers, a lady and her daughter, an infant six years of age. The poor woman shut up in the cabin with her little daughter, expected every instant that death would terminate her agonies. Having heard the sailors preparing to quit the vessel, she with the utmost exertion got her head up the hatchway to look for the captain, who said to her coolly, "Madam, recommend your soul to God—you and your children are lost beyond all human assistance." He then left her, and joined the seamen, who with another passenger, aged thirteen or fourteen, were ready to leave the vessel. They abandoned the unfortunate mother, who was deprived of her last hope. She had always expected they would have saved either herself or the child. When they got ashore they were received by a crowd of persons whom the event had drawn together. They anxiously inquired if all were removed from the wreck? The men said there was still a woman and a child on board. Honest indignation was immediately felt against the wretches who had thus abandoned the sufferers. At that moment one of the spectators, named Kerhero, a sailor belonging to Kerostein, in Quiberon, launched his boat, and obeying the impulse of true courage, pulled out to sea. Having braved a thousand dangers, he reached the wreck. "Give me your daughter," said the brave and generous sailor to the lady, "and be assured if I succeed in saving the child, I will return to you very soon." His efforts were crowned with happy success. The infant was carried safe to shore, and faithful to his promise, Kerhero again ventured on the foaming waves. He got to the vessel, and happily landed the mother. He was received with all the applause his generous and perilous devotion so justly demanded.

THE OMEGA SHOAL.—Omega Shoal, although not far distant from Batavia, has escaped the notice of navigators until its discovery, March 1, 1835, by Captain Russell, of the American ship Omega, from Canton, bound to New York, of which he has transmitted the following information:—"The ship Omega, under my command, struck on a shoal and remained on it 25 hours, beat off her rudder, and received damage in her bottom; got off by throwing overboard cargo of the value of about 15,000 dollars to lighten her, and she was obliged to be hove down at Onrust, near Batavia, for repairs. This is a coral shoal, steep to its edge, being 60 or 70 yards in breadth, and extending N. N. E. and S. S. W. 150 to 200 yards, having on it from 10 to 13 feet water, and it bears about E. by S. from the south end of the North Watcher, distant one mile and a quarter. There is a channel of 12 fathoms water between the island and the shoal. As this danger has not been known hitherto, it may now be noticed publicly under the name of Omega Shoal."

HARBOUR OF LYSIKIAL.—The following is a letter received from the agent to Lloyd's at Gottenburgh, dated 28th ult.—"I beg leave to apprise you that by order of the proper authority, a beacon has been erected on a rock at the outermost entrance to the harbour of Lysikial, and the northern passage to the Uddewalla, called 'Gofoen,' being constructed of spars and boards painted red and white, visible in clear weather about 8 or 9 English miles, to appearance like the draught at Ovat (meaning the representation of the beacon.) I further have to announce that every pilot-station between Wingo and the Kosten Island is now furnished with excellent-decked pilot-boats, and exertions are making for rendering the coast to the northward well supplied with lights and beacons. I understand the Marstrand Lighthouse is repaired, and will be furnished with a superior light apparatus and machinery, from London, and where the Salo beacon now stands, there is to be erected a double light."

ANECDOTE OF H. M. S. GUARDIAN.—His Majesty's ship Guardian, Lieut. Riou, commander, on her passage to New South Wales in the year 1789, struck on an iceberg on the 24th Dec. in latitude 44 south, and longitude 41 east. Her stern frame was stove in; she lost her rudder, and received so much damage that she could not be kept clear of water by pumping. A gale of wind blew her sails to pieces, and on Christmas-day the water was above the orlop-deck. The launch, cutter, and jolly-boat left the ship. The jolly-boat foundered, the launch's and cutter's crew were picked up by a French ship bound for the Cape of Good Hope. Lieut. Riou and the remainder of her brave crew kept the Guardian from sinking, by securing the lower deck, and placing under it empty casks and other buoyant materials, and throwing overboard all solids that could be spared, and that were specifically heavier than water. This devoted band, by perseverance and natural skill, actually carried the ship to Table Bay, Cape of Good Hope, and ran her on shore two months after she struck on the ice.

OWEN SHOAL.—Owen's Shoal, in lat. 8° S' N., long. 111° 59' E., by two chronometers agreeing, in a run of ten days from Macao, discovered May 11th, 1835, by Captain Owen, commander of the ship David Scott, on the passage from Canton river towards England, had not been previously known. He got upon the shoal a little past noon, steering S. S. E. and S. E. by S., had soundings of 6 to 4½ and once 3½ fathoms, and at 1 p. m., cleared the shoal, having then no bottom. This shoal appeared to be about two miles in extent, composed of black and white speckled coral, in a state of rapid accretion, perceived by the vitality and energy of the madrepores, observed in recent formations of large pieces of coral brought up by the lead. Whilst on the shoal, patches of variegated coral were bright and alarming, and although no breakers were visible, as the sea was then very smooth, yet when the sea is high, it probably breaks over some of the shoal patches, when a large ship would be liable to strike on them.

WASHINGTON CITY;

THURSDAY,.....FEBRUARY 4, 1836.

Our correspondent, "Subaltern," has chosen to take to himself remarks which were general and not personal in their application; and intended to be prospective and not retrospective in their effects. "Subaltern" is not the only one, although he is the last, who has written on the subject of Army and Navy pay. The attentive reader of the Chronicle will remember that there were at least two writers who appeared in its columns during the past year—one under the signature of "Aristides"—and the other under that of "Falconer;" and although we offered no comments at the time, we did not the less regret the reciprocal allusion to the rank and pay of the two services.

We have generally given our correspondents all the latitude they asked; and while protesting against being held responsible for the sentiments of any, have always left to others the task of setting right or correcting any errors or unintentional misstatements which may have been made.

"Subaltern" accuses us of gratuitously charging him with being a disturber of the harmony and cordiality between the Army and Navy. A denial of our allusion to him, or to any individual, is likewise a denial of the correctness of the accusation. But let us suppose for argument's sake, that we had alluded to him, have we no proof to sustain us? Hear what he says in his first article, published in the Chronicle of Nov. 5;

"And should, perchance, the facts herein stated meet the eye of those of the navy who, having obtained their increase of pay, *are now laboring to defeat the efforts the army may make* to a similar end, we ask of them an attentive reading; and if after this they still contend for the *equity* of the present rates of pay between the services, *we shall*, though reluctantly, *impute it to illiberal motives.*"

What ground, or shadow of foundation, had "Subaltern" for this direct charge against the whole Navy, of *laboring to defeat the efforts of the army?* and if he had none, how could he, with any semblance of justice, impute to the Navy *illiberal motives?* Was there nothing in this quotation calculated to "disturb the harmony and cordiality between the Army and Navy?"

"Subaltern" refers to allusions to and comparison with the pay of the army, made during the pendency of the bill in Congress to increase the pay of the navy, and asks where were our sensibilities then that we could see nothing to elicit a remark or two of disapprobation? These allusions and comparisons were not made in the Military and Naval Magazine, nor in the Army and Navy Chronicle; and if made elsewhere, we did not feel ourselves called upon to take up the gauntlet. The officers of the Army and Navy are fully competent to defend themselves as well as their country, when occasion needs.

"Subaltern" speaks of statements "mathematically correct," made by him and published in the Chronicle, "of the comparative pay and promotion of the two services." We do not dispute the *mathematical* accuracy of his calculations; but we know and do assert that as regards promotion, they are *practically* wrong. His premises being incorrect, his inferences and his calculations must necessarily be so too. His "mathematically correct" statements are based upon the supposition that

every brevet second lieutenant and every midshipman remains in service until the arrival of his turn for promotion. Every one, upon the slightest reflection, must be aware that not one half continue in service long enough to attain even the middle grades. Deaths, resignations, and other casualties, thin the ranks weekly if not daily. We have not the means conveniently at hand to determine the whole number of vacancies in the army or navy for a series of years; but from a record carefully kept by an officer of the Navy, the result of which was published in the Chronicle of Jan. 3, 1835, page 4, it appears that of 159 midshipmen who were in the navy in 1801, there were in 1834 (after a lapse of 33 years) but *fifteen*, (or less than one tenth,) and all these were of course Captains; while the *mathematical* calculations of "Subaltern," would lead us to believe that a midshipman who enters the Navy at the age of 16, must remain in it *one hundred years* ere he attain the rank of Captain! and a brevet second lieutenant, who enters the army at 20, will be *one hundred and sixty years* old when he becomes a colonel!! The Spanish proverb, "May you live a thousand years," must no longer be considered hyperbole.

The following is the statement made by "Subaltern," of the promotions that have occurred in the Navy, in the ten years between 1825 and 1835:

23 Master Commandants promoted to Captains,
39 Lieutenants promoted to M. Commandants,
197 Passed Mid. promoted to lieutenants,
199 Midshipmen (in 5 years) pro. to passed Mid.

458

Now what are the actual facts? There have been promoted during the above period,

28 Master Commandants to be Captains,
51 Lieutenants to be Master Commandants,
234 Passed Midshipmen to be Lieutenants,
235 Midshipmen examined and found qualified for promotion.

548

Here is a slight difference of only 90, or nearly 20 per cent. in the basis of his calculations. What then becomes of the calculations, "mathematically correct," of the chances of promotion in the Navy? The statements made with regard to promotion in the army, we apprehend, will be found to approach not much nearer the truth, if tested in the same manner.

We have been censured, in good round set terms, for admitting communications (and particularly those of "Subaltern,") having reference to the pay of the Army and Navy, not only on account of the inaccuracies which some of them contained, but of their tendency to produce an estrangement between the members of the two services. We defended ourselves by saying that the statements were those of officers in one or the other branch; that we sincerely regretted, at any and all times, any allusion by the one to the pay and circumstances of the other; but that acting on our uniform principle to give all a hearing who claimed it, we felt that we could not consistently refuse insertion to such articles; and, finally, that if any person thought the subject of sufficient importance to be noticed, the columns of the paper, he knew, were open to him.

In reference to the effort now making by the Army to obtain an increase of pay, we were assured that while the matter was pending in Congress, the officers of the Navy would take no notice of what might appear on this subject in the Chronicle; but that they nevertheless deprecated the allusions that had been made to their own rank and pay. Not only in conversation, but in correspondence, was this language held; the following extract from a letter to us from an officer of the Navy, may suffice for a sample:

"Permit me to express to you a hope that you will not suffer any communication to appear in the columns of the new paper, that will have a tendency to produce ill feelings between the Army and Navy. All should be done to produce harmony; hence any thing reflecting on one service from the other must engender unpleasant feelings somewhere, and should be avoided."

We needed not, however, any such admonitions, that these allusions were injudicious, to say the least; but as we have before observed, "we frequently admit communications which our own judgment does not approve." We ask a candid perusal and consideration of the remarks offered by us in the leading editorial article, first number new series, and also of the concluding paragraph of the notice "to correspondents," in the same paper. Yet it seems we cannot express even "a hope and desire," in reference to correspondents in general, but it excites the ire of some one, who takes to himself individually what was not designed for him more than for any other.

If the allusion in the last paragraph of "Subaltern's" communication, be to the editor of the Chronicle, we cannot perceive its applicability.

We have devoted more space to this present subject, than we wish to afford to matters touching ourselves or our course; not because of any importance we attach to the objurgations of "Subaltern," but because the relation of an editor to his subscribers and correspondents should be better defined, if not better understood, than it appears to be. We have never attempted—we have never expected, to please all. We know that such a wish, or such an effort would be futile; but we have anxiously striven, and in that spirit shall persevere, to do equal and exact justice to all.

We repeat (not in the spirit of *ostentation*, as is alleged) that "we have ever been strenuous advocates for harmony and cordiality between the members of the two services." We have no fear that that harmony and cordiality, which has happily subsisted heretofore, will be endangered by the efforts of a few to represent the circumstances and condition of one service to be more fortunate than those of the other.

N. B. Since the foregoing remarks were prepared, we have received the communication of O. P. Q. We shall pay our respects to him next week.

ERRATUM.—In a part of the impression of our last paper, on page 56, the name of Lieut. *Keais* was inserted, at the close of Lieut. Alvord's letter, as one of the officers at Fort Eroke. In the paper from which the extracts were taken, the names of nearly all the officers were spelt wrong, and we had written them all correctly on a strip of paper, which was attached to the printed copy, as a guide to the compositor. Hence the error, which escaped detection in reading the proof.

MOVEMENTS OF TROOPS TOWARDS FLORIDA.

Captain G. Porter's company (A) of the 1st arty. arrived at St. Augustine on the 19th Jan. in the Steamboat John Stoney from Charleston. The J. S. had been chartered to proceed to Smithville and Beaufort, N. C. to convey the U. S. troops from those places to Florida.

Companies (F) from the Arsenal, Washington, D. C. and (D) from Fort Washington, were conveyed by the rail road to Baltimore, on Thursday 28th ult. whence they will take passage in transports to Savannah; from the latter place they will be taken to Picolata on the St. John's river.

Company (B) 1st arty. at Fort Severn was to have left Annapolis on Saturday last for the same destination.

Maj. Gen. WINFIELD SCOTT of the U. A. and suite, passed through Petersburg, on Sunday for Florida. After proceeding in the rail road cars about 8 miles from town, the engine and whole accompanying train, ran off the rails and landed the gallant General and his fellow-passengers, very unceremoniously in the woods. Not the slightest injury was sustained by any of the party from this accident. Another engine and cars having been procured, they proceeded on their journey.

MORE INDIAN MURDERS.—News arrived in town yesterday, (says the Macon *Telegraph*, of the 21st Jan.) of two men being killed in Baker co. by a party of 40 or 50 Creek Indians, and several others wounded. We have no time to state particulars.

It thus appears as though the Creeks and Seminoles were acting in concert in their savage warfare.

BLOCKADE OF PARA.—The Brazilian Chargé d'Affairs at Washington has notified the Secretary of State that the coasts of the Province of Para have been declared in a state of blockade by the Regent of Brazil.

General E. P. GAINES, of the U. S. Army, arrived at New Orleans on the 14th ult. and at Mobile on the 17th, on his way to Pensacola.

MONUMENT TO PERRY.—A public meeting was held at Buffalo, on Saturday, 23d ult., for the purpose of making suitable arrangements, and appointing committees to solicit contributions for the erection, in that city, of a monument in honor of the gallant and lamented PERRY.

Commodore I. Hull, of the Navy, and his family, arrived at Gibraltar on the 30th Nov., in the Brig *Mason Barney* from New York.

ARRIVALS AT WASHINGTON.

Jan. 24—	Capt. C. A. Ogden,	Engr. Corps,	Gadsby's.
27—	Lt. H. Brewerton,	do.	Fuller's.
29—	Capt. T. Childs,	3d Arty.	Mrs. Cochran's.
	Lieut. J. W. Scott,	2d Infy.	Brown's.
	Capt. H. Smith,	6th Infy.	Fuller's.
Feb. 1—	Lt. Geo. Dutton,	Engr. Corps,	do.
	Lt. L. F. Whitney,	M. Corps, R. M. Whitney's,	11th st.

PASSENGERS ARRIVED.

CHARLESTON, S. C., Jan. 27—Per Steam Packet Columbia, from New York, Lieuts. J. R. Irwin and R. E. Temple, of the army.

Col. J. Bankhead, of the army, arrived at Charleston, S. C., on the 28th ult. on his way to Florida.

SEMINOLE WAR.

We have no later intelligence than was contained in our last, from Fort King or Tampa Bay. A storm is gathering, which will burst ere long upon the heads of the fated Seminoles and sweep them from the land they have scourged.

Besides the United States Troops which have lately been ordered from the seaboard, corps of volunteers are raised and their services tendered to the military authorities, in several of the southern cities.

In Charleston, S. C., four companies were assembled on the 25th, were received and inspected by Gen. Eustis, and started the next day. The following order was issued by Gen. Eustis:

HEAD QUARTERS, CHARLESTON, 25th JAN. 1836.

ORDER.

The Patriotic Volunteers who have so gallantly offered themselves for the protection of their fellow citizens in St. Augustine, will embark to-morrow morning on board the steam boats Dolphin and Santee.

Captains Finley and Ravenel, with the Washington Volunteers, and Washington Light Infantry, will go in the Dolphin, and Captains Timrod and Cunningham, with the German Fusiliers and Hamburg Riflemen, in the Santee.

On their arrival, they will report their several commands to Capt. Porter, or Officer commanding the U. S. Troops, on that station.

Assistant Surgeon Turner, U. S. A. will accompany the detachment on board the Dolphin.

ABRM. EUSTIS,
Brigadier General U. S. Army.

In Augusta, Geo., the fine volunteer company of Richmond Blues, 100 strong, commanded by Captain F. M. Robertson, started on the 23d Jan. in the steam boat George Washington. They were escorted by the Military, and the greatest enthusiasm is said to have prevailed. They were addressed, after inspection, by Col. LINDSAY, of the U. S. Army.

The ladies of Augusta devoted two days to making gratuitously such articles of dress as were required.

Forty to fifty volunteers have been raised in Baton Rouge, (Lou.) and a messenger has arrived at New Orleans, from them, offering their services to the Governor, if a force is to be raised there to go in defence of our fellow citizens of Florida.

A letter from Fort George Island, in the neighborhood of St. Augustine, dated on the 19th Jan., mentions, as an evidence of the daring of the Indians, that four of their number way-laid and fired upon the whole body of Florida militia, nearly 600 strong, as they were passing through the Alachua country; they were, however, pursued, and all four of them killed. The same letter adds, that a great number of inhabitants from the main had taken refuge at Fort George Island.

It appears by the Tallahassee *Floridian*, of the 16th ult., that Governor EATON has ordered a draft of 600 of the militia of that Territory, to serve for six months, if necessary: although the hope is expressed that their services may not be required for more than sixty days.

[Correspondence of the *Charleston Courier*.]

KEY-WEST, JAN. 20.

Our citizens, a few days ago, despatched a messenger to Havana, to request an American vessel of war to come here. On his arrival, he found the U. S. frigate *Constellation*, Com. DALLAS, and *St. Louis*, Captain ROUSSEAU. The Commodore, immediately on being informed of the situation of Florida, got under way and arrived here on the 16th. He has since despatched the *St. Louis* to Pensacola, to order the remainder of his fleet here, and for one of them to touch at Tampa Bay, with provisions, to be landed there if found necessary. He

has sent the brig *Sea Flower* to Tampa, with all of his and the *St. Louis*' Marines, (70 in number,) to give aid, if necessary, to the Garrison at Tampa, as the Indians are reported to be in its neighborhood. Our citizens have chartered the schr. *Bahama*, and Com. DALLAS has ordered 50 of his men to embark on board—they will leave to-morrow, to visit the different Keys, and then proceed for Cape Florida, and up the Miami river. His frigate will remain here, until affairs take a different aspect in this quarter. He appears a prudent and vigilant officer, which gives the citizens full confidence in him; and I feel confident, in the moment of trial, we shall not be disappointed.

Persons have been sent to the Light House at Cape Florida; so I presume the light will be resumed in a few days.

The steam boat *Champion* arrived here from your port, St. Augustine, Indian Key, &c., on the 17th, and left this for St. Marks and Mobile this morning."

The Revenue Cutter *Jefferson*, Capt. JACKSON, from Charleston, was off St. Augustine on the 21st. Jan., but was not able to cross the bar on account of the rough state of the weather—on the following morning she hove away for St. John's. At 5 o'clock on 22d Jan. the *John Stoney* saw a herm. brig full of men, and a schooner; two boats were passing from the schooner to the brig, which it was afterwards ascertained were live oak cutters, who were leaving Mosquito.

Great fears were entertained for Captain DEANE's command, who had left Picolata some time previous, with about 60 men, as an escort to a quantity of provisions, &c. for Camp King. Nothing had been heard from Gen. CLINCH, at the latter place.

From the *Jacksonville Courier*, Jan. 21.

On Friday of last week, Lieut. Ruggles started for the Head Quarters of Gen. Clinch in charge of 50 recruits, brought on in the schooner Davenport, from New York.

The Davenport was to have proceeded up the Ocklawaha, but the inexpediency of landing there in the present state of affairs, stores and unarmed men, induced the master to make this port the terminus of his voyage. These raw recruits are destined to fill vacancies in the companies under Gen. Clinch.

Lieut. Ruggles was detained in the neighborhood of this city near a week, in procuring the necessaries, and putting the recruits in order for marching, hence to Camp King, via Black Creek and Micanopy. During that week he was not idle. Procuring arms for his men, from the supplies sent hither from Charleston, he kept them almost constantly on drill, in order that they might be, on reaching their destination, fit for immediate service.

He has some experience in Indian character and warfare, having for two years, since his graduation at the Military Academy, been stationed among the Indians of the "far off" west. He is now, we are told, on furlough, and as he was travelling south for his health, he, by request, took the charge of delivering at their destination the aforesaid recruits. We are confident from what we know of this gentlemanly young officer, that he will, especially if he meets with Indians on his march, acquit himself in such a manner, as to merit the approbation of the Commanding General.

Arrived at St. Marks on the 15th Jan. the Steam Boat Eclipse, under the command of Lieut. L. M. Goldsborough of the U. S. Navy, having on board a detachment of officers, seamen and marines, belonging to the West India squadron, and intended to act as a co-operative force to suppress the hostility existing among the Seminole Indians. The Eclipse was to have left St. Marks, on the 20th for Tampa Bay, under instructions from the Governor of Florida to effect certain special purposes connected with the contemplated campaign against the Seminoles. She is fully equipped, with arms, ammunition, provisions, &c.

LETTERS ADVERTISED.

Washington, February 1st. 1836.

ARMY.

Colonel Bankhead,
Captain R. Bache, 4
Captain A. Lowd,
Major R. B. Mason,
Capt. Alfred Mordecai,
Major J. S. McIntosh,
Lieut. J. B. Magruder,
Capt. C. A. Ogden, 2
Major B. K. Pierce,
Major D. Randall,
Major Gen. Winfield Scott,
Lieut. J. P. Simonton,
Lieut. T. B. Wheelock, 2
Lieut. C. A. Waite, 2

NAVY.

John A. Bates,
N. G. Bay,
Dr. George Clymer, Jr.
Lieut. S. W. Downing,
Dr. A. G. Gambril,
Capt. Beverly Kennon, 2
P. Mid. J. K. Mitchell,
Dr. Mordecai Morgan,
John P. Parker,
Capt. Wm. Ramsay, 3
Dr. J. C. Spencer,
Howard Tillotson, 2
Lieut. Ralph Voorhees,
Louis F. Whitney, M. C.
Capt. James Edelen, M.C.2

LAWS OF THE UNITED STATES.

AN ACT making an additional appropriation for repressing hostilities commenced by the Seminole Indians.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the sum of five hundred thousand dollars be, and the same hereby is, appropriated, out of any money in the Treasury not otherwise appropriated, in addition to a former appropriation, to defray the expenses attending the suppression of hostilities with the Seminole Indians in Florida; to be expended in the manner provided for in the Act approved January fourteenth, eighteen hundred and thirty-six, entitled "An Act making an appropriation for repressing hostilities commenced by the Seminole Indians."

Approved 29th Jan., 1836.

RESOLUTION authorising the President to furnish rations to certain inhabitants of Florida.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the President of the United States be authorised to cause rations to be delivered from the public stores to the unfortunate sufferers who are unable to provide for themselves, and who have been driven from their homes by Indian depredations in Florida, until they can [be] re-established in their possessions, or so long as the President may consider it necessary.

Approved February 1st, 1836.

COMMUNICATIONS.

NEW INFANTRY TACTICS.

No. IV.

Learning that the second volume of this work is now, after some delay, in a course of general distribution, I resume the translation of the REPORT which submitted the French original for the approbation of Marshal Soult.

" TITLE IV.—SCHOOL OF THE BATTALION.

" PART SECOND.

" ART. 3. To ploy the battalion in close column.

" In the Ordinance [of 1791] the first example given is a central ployment, from which rules are deduced for ploying the battalion in rear and in front of the right or left subdivision.

" It is easy to perceive that no advantage is gained by this presentation of the manœuvre, because it was afterwards necessary to explain separately, the movement of the subdivisions which ploy in rear of the directing one, and also of the subdivisions which place themselves in its front. The Commission has thought that, in presenting each of the two formations separately, the principles of the manœuvre would be better comprehended, and that thence rules might be naturally deduced for a central ployment. Besides, it is in this order, that all the other manœuvres are given, and the commission did not deem it proper to depart in this place from the general plan of the work.

" The distance between subdivisions is fixed at three paces; but as the three ranks have a depth of about three paces, with knapsacks (and all the manœuvres

are calculated on this supposition) it results that the distance of one guide from another is about six instead of five paces, as indicated by the Ordinance."

In the new American book, when the formation is in two ranks only, the distance from guide to guide is fixed at five paces.

" The Commission has thought that as, in columns at full or half distance, the space between subdivisions is estimated from guide to guide, so ought it to be in columns closed in mass—always calculating that distance so as to leave at least three paces from the front rank of one subdivision, to the rear rank of that next preceding.

" PART THIRD.

" ART. 1. To march in column at half distance.

" We have given an extension to this article as it appeared necessary to develope more fully some of the principles of the march in column, and particularly that which prescribes that *each guide shall exactly follow in the trace of the one who immediately precedes without occupying his attention with the general direction*; because this principle, the importance of which has been but little felt in a column of two platoons (in the School of the Company) on account of its want of depth, finds its application in the Evolutions of the Line in changes of direction of columns closed in mass."

For this great improvement, see Nos. 934—5 of the new American book, and plates XVII. (figure 2.) and XL. (fig. 1.) For another improvement—to march a column faced to the rear—omitted in the REPORT, see same book, No. 936.

" ART. 2. Column in route.

" The Commission has not failed to remember how important it is that columns in march should occupy only the space necessary to form themselves into line of battle, preserving at the same time, the route step as long as possible, because this step can alone allow the necessary ease to the men, and, consequently, be long maintained. The Commission has sought to attain that object by means less complicated than those of the Ordinance, and it has entirely remoulded the column in route, according to the principles indicated in the part of this report which relates to the same column in the School of the Company.

" The Commission, aware that subdivisions cannot march by the front for any great length of time, and still less by the flank, without constraint and fatigue, and without an elongation of the column—particularly in marching by the flank—has nevertheless made no difficulty in maintaining these dispositions which were already established by the Ordinance, because they are only to be taken for the passage of defiles of no great length, and in this case, distances are naturally recovered as soon as the column is able to resume the route step.

" ART. 4. [Of the old books.]

" The prompt manœuvre.

" The Commission has suppressed this manœuvre because it is absolutely of no value. If a column which has commenced a change of direction, has to halt, in order to form itself into line of battle, the formation may readily be executed by the union of two movements [as in part IV., Article 3, of all the books.] If, on the contrary, the column has to continue the march, all the subdivisions successively enter the new direction without any resort to extraordinary means."

The *Spectateur Militaire* had previously demonstrated this manœuvre to be both useless and impracticable.

" ART. 5. To close the column at half distance in mass.

" The Ordinance admits of no other manner of closing column than on the leading subdivision. Experience having demonstrated that it was no less necessary to be able to close it on the rearmost subdivision, we have given rules for this movement. The subdivisions which have to close to the rear, face about, march with the rear rank leading, and their chiefs throw themselves on the flank in order to judge exactly the distance at which each subdivision ought to be halted.

" ART. 5. To change direction in column closed in mass.

" The Ordinance gives no means for the change of

direction of a column in mass, when it is in march. The Commission has filled up the chasm. The movement adopted is taken from the Regulations of 1788, with some slight changes, which render its execution more easy and certain. The execution is as follows :

" The column takes the guide on the side opposite to the change of direction, if that were not before the side of the guides ; and when the leading subdivision arrives at the wheeling point, all the subdivisions execute the movement simultaneously at the command of the colonel.

" The leading subdivision wheels as if it were part of a column at half-distance, and the others immediately conform themselves to its movement ; to this end, the guide of each, advancing slightly the outer shoulder, and lengthening a little his step, inclines, by obliquing, to the side of direction—taking care, at the same time, to gain ground enough to the front to maintain the distance of three paces between his subdivision and the one immediately preceding ; and as soon as he covers the guide of the latter, he ceases to oblique, and marches exactly in the same trace. In each subdivision the men follow the movement of their guide ; they advance, like him, slightly, the shoulder next to the direction the moment they commence obliquing ; each file gains so much less ground to the front as it is nearer to the pivot, and the pivot only so much as is necessary to maintain the same distance as at the marching flank. When the leading subdivision has finished its wheel, it marches straight forward ; the others immediately conform themselves to its movement, and if any guide should not find himself exactly covering in file, he brings himself on the direction by slightly advancing the opposite shoulder.

" The mechanism of this movement appears, at the first view, a little complicated ; hence, no doubt, its rejection in 1791 ; but, in practice, it is sufficiently easy of execution, and the precaution which we have taken to preserve, at the pivot, as at the marching flank, the distance of three paces between the subdivisions, is a security against all confusion. It may be added that the Commission did not decide to adopt the movement until after reiterated experiments, and hence the conviction that troops, after a few exercises, may be brought to execute it with as much facility and order as a change of direction at half-distance."

This movement was adopted in the American book of 1825, from Meunier ; but the principles and details of the New French Tactics are preferable.

" ART. 9. To take distances.

" The Ordinance admits of but one manner of taking distances *by* the head of the column. Experience, however, has demonstrated that it is not less necessary to be able to take distances *on* the head and *on* the rear of the column, in order to place it, by a single movement, on the ground it ought to occupy in line of battle. The commission has filled up this chasm by a new article.

" To take distances, as to close them, the subdivisions which execute their movement to the rear, face about, march with the rear rank leading, and each again faces about, when it is at its prescribed distance.

" As often as distances are taken otherwise than *by* the head of the column, each chief of subdivision throws himself on the flank, on the side of direction, in order to be able to judge the precise moment for halting his subdivision.

" ART. 10. To countermarch a column closed in mass.

" The countermarch which we have substituted in the place of that of the Ordinance is taken from the Regulations of 1788, it has the advantage of requiring much less time, and of being executed on the ground occupied by the column. We know not the motive for its rejection at the time the Ordinance of 1791 was drawn up ; but it has been practised for a long while by all the regiments of the army without being accompanied by any real inconvenience.

" PART FOURTH.

" ART. 5. Deployment of column closed in mass.

" The deployments are presented in the same order of the ployments. We have made, in the details, certain changes which have for objects to render the execution

more easy and more certain, and also to remedy the inconvenience of the almost inevitable elongation of the subdivisions marching by the flank.

" At the end of the deployments we have given the means of forming a column by company, closed in mass, on the right (or *on* the left) into line of battle. This movement, which cannot be extended to a column by division, may be useful under particular circumstances.

" Remarks on inversions.

" The Ordinance does not admit the use of *inversion* except in the formation *to the left* (or right) into line of battle. The Commission has thought it necessary to extend the principle to the successive formations, except to that of *faced to the rear* into line of battle. This extension has required certain explanations to prevent doubts in cases where the general rules cannot be rigorously applied to a line formed by *inversion*."

In all formations of columns by division (two companies) whether by breaking or ploying ; and in all formations of line from such columns, whether by wheels or deployments, rules are given in the new American book, for the presence of an odd company. The new French book supplies such details only in a few places, and the American book of 1825, no where perfectly ; yet, in any number of battalions in the field, as many will be found with an odd company, as without.

" PART FIFTH.

" ART. 7. Change of direction in marching in retreat.

" The Ordinance is silent as to this movement in the School of the Battalion, although it prescribes it in the Evolutions of the Line. The Commission has filled up this chasm.

" ART. 8. Passage of Obstacles.

" The Commission has thought it necessary to extend this article a little in order to leave no doubt as to the manner of executing the passage of obstacles in the different cases which may present themselves.

" The Ordinance prescribes that the companies, which execute the movement, shall march by the flank when the obstacle covers two contiguous companies ; if it covers a greater number, the companies ploy themselves at full distance behind the last of those remaining in line. The Commission has thought that, whatever the number of companies, this last manner ought alone to be preserved, because the march by the front has not the same inconveniences as the march by the flank, and also, because, companies thus marching, may return into line as easily, and nearly as promptly, as if they marched by the flank.

" ART. 9. To pass a defile in retreat.

" In the Ordinance, this article is given next to *Changes of front*. The passage of a defile to the rear, belonging necessarily to movements in retreat, we have thought that it ought to follow the latter closely ; besides, it is in this order that it is placed in the Evolutions of the Line.

" The battalion passing a defile by the flank, as the Ordinance prescribes, cannot fail to be much lengthened out. A considerable delay results in the execution of the movement, and the companies, on forming themselves into line, when out of the defile, have not their distances. To avoid this double inconvenience, which augments in proportion to an increase of numbers, the Commission has prescribed the formation of platoons into line, by company, as soon as the next company finds itself entire, behind the portion of the battalion yet in line of battle.

" ART. 10. [Of the Ordinance of 1791, and of the old American books.]

" Passage of Lines.

" The inconveniences of the passage of lines, of the Ordinance, are generally acknowledged, and for a long while the manœuvre has not been employed. That which we have substituted, and which has long been practised in the army, is taken from the Regulations of 1776. This manœuvre being the union of two movements with

which the battalions necessarily become familiar, we have only inserted it in the Evolutions of the Line.

ART. 12. Changes of front.

"We have suppressed the central change of front [in a single battalion] because it is of no utility.

"According to the principle generally adopted, the Commission has thought it necessary to lay down in this school, in an explicit manner, the principles of oblique changes of front, of which there is no mention in the Ordinance, except in the Evolutions of the Line.

ART. 13. Column doubled on the centre.

"This denomination, which expresses with exactness the formation in question, is substituted for the *column of attack* of the Ordinance, which has no relation to the uses to which it is applied by the Commission in the Evolutions of the Line.

"In the Ordinance, the column of attack is formed at platoon distance, but with what view is not perceived. No rules are given for its march, and it is only deployed face to the front.

"The promptitude with which the double column is formed and deployed, and the facility it affords of commencing the fire in the act of deploying, have caused the Commission to believe it susceptible of advantageous employment in the Evolutions of the Line—first giving to it the capacity of moving, in all directions, possessed by a simple column. Consequently, we have prescribed for it the following rules:

"The double column is formed either at company distance or closed in mass; because, in the first case it is ready to form the square, and in the second it may be deployed more promptly than any other column.

"Every two companies, placed flank to flank, in the column, form a division; the senior captain in each takes command of it, and places himself before its centre; all the other officers and sergeants find themselves in their habitual places, and the divisions are numbered from front to rear.

"The double column, according to the objects proposed, takes the guide to the right or left; it can move, in any direction, like a simple column. It may also take the guide in the centre when it is wished to march it perpendicularly to the front or rear.

"The double column, at company-distance or closed in mass, forms line of battle, faced to the front, by deployment. If in mass, it forms line faced to the right or left by changing direction, and then deploying. At company-distance, the companies of one wing form line to the right or left, and those of the other wing, *on* the right or left."

Most of the dispositions here noticed by the REPORT were given to the column of attack in the American books of 1815 and 1825, from Meunier; but it was reserved for the recent French Commission to apply the same column, as a *column of manœuvre*, to many new and important purposes in the Evolutions of the Line.

ART. 14. Dispositions against cavalry."

The French Ordinance of 1791, and the American book of 1815, give an article, with this title, in the Evolutions of the Line, though both are silent on the subject in the preparatory School of the Battalion. This chasm was tolerably filled up in the American book of 1826, and it is yet better done in the new French tactics. The REPORT (on the School of the Battalion) after noticing the trial and rejection of many proposed squares at the Camp of Saint-Omer, in 1826-7, lays down the new principles for their formation as follows:

"When a battalion in march apprehends a charge from cavalry, it forms itself into column, by division, at company-distance; it continues to march in this order as long as it may, and when seriously threatened, it halts and forms square. This last movement is executed by a simple wheel by company; and when the battalion is in square, if it be wished to put it again in march, it returns to the preparatory column by a movement as simple as it is prompt."

ART. 15. The rally.

"The Ordinance only gives the means of rallying a

battalion into *line*. The Commission has thought that, as troops are generally rallied to resist cavalry, it was necessary to give them a disposition to form promptly the square. It is for this reason that we have prescribed that the battalion shall also be exercised in rallying into *column*, by company and at platoon distance.

ART. 16. Rules for manœuvring by the rear rank.

"Manœuvres by the rear rank [rear rank leading] are of great utility in the Evolutions of the Line; and they are, besides, a natural consequence of the firings to the rear. The Commission has accordingly thought it necessary to prescribe rules for their execution; and it has given a new article, with this title, at the end of the School of the Battalion.

"When a battalion, either deployed or in column, has to face by the rear rank, or the reverse, the colonel, before the command *about-face*, gives the caution *face by the rear* (or *front*) rank, to advise the captains that they are to pass to the rank which is about to lead, and the file closers, that they are to place themselves behind the opposite rank. These commands are substitutes for those—*face to the rear*, and *face to the front*—used in the Ordinance for the fires to the rear, and which we have reserved for the cases in which the file-closers are to remain *before* the rear rank.

"Manœuvres, by the rear rank, are made according to the same principles with those by the front rank; but in such manner that, on returning to the proper front, the battalion always finds itself in the direct order.

School of the Battalion arranged for Lessons.

"We have entirely re-cast this part of the Ordinance, to correspond with the additions and suppressions made in this School.

"The School is arranged into six, instead of five lessons; but according to the principles of the Ordinance.

"The new lesson, which is the fourth, comprehends the movements relative to the square, and some of those which may be executed by a column consisting of divisions.

"We have retrenched the second and sixth lessons of certain movements which were there, and which, though belonging to the march of the column and line of battle, it is not necessary frequently to repeat.

"The School of the Battalion being considered the element of the Evolutions of the Line, we have established it as a principle that it shall always be executed in quick time; and that the common shall only be used in the beginning of the instruction, and then only for the march in line of battle, the march in column, and the march by the flank."

The American Book of 1815, like the Ordinance of 1791, left it discretionary with commanders to order quick or common time. The American Book of 1825 made an approximation to the true rule, by prescribing (No. 803) that "in all *interior* movements of the battalion, after it is well established in marching in common time, the word *march* shall be preceded by the word *quick*, although the latter be not found in the text or commands."

The new American Tactics being made to conform on this point (as on almost every other) to the new French tactics, it became necessary, on this account, among other reasons, to reduce our quick march from one hundred and twenty steps in a minute to one hundred and ten.

HINDMAN.

To the Editor of the Army and Navy Chronicle.

SIR:—Your remarks under the head of "Army Pay," in the last number (53) of your paper, require from me a passing notice, charged, as I virtually am therein, of being a disturber of that harmony and cordiality between the army and navy, which you so ostentatiously claim to have ever been a strenuous advocate of preserving. It is not from a desire to enter into a newspaper discussion, that I reply to your allusions. I desire simply to remove the imputation you have cast upon me, and to place myself in a more enviable light before the navy, than it seems you are willing to allow me. And to do this, I

go back to the last winter's naval bill, the origin of which, was the conviction in the minds of the Navy, that the Army was better paid than the Navy. This belief suggested the effort, and the result was the present rate of pay; and no man should know better than yourself, that a reference to the Army allowances was the main ground upon which the bill was sustained by its advocates, both in and out of Congress. Not only was "allusion to, and comparison made with" the pay and allowances of the army, but these were assumed to be two-fold what they actually were, and this assumption made the guide in fixing the details of that bill. There was no opposition to this course from the Army,—not even a correction of the mistakings daily made as regarded its pay and allowances, and for reasons which I hope were understood and appreciated by the Navy, though you may not have done so. And may I ask, Mr. Editor, where were your extreme sensibilities at the time here referred to? If I remember well, you were conducting a periodical, "devoted to the interests and wants of both services." Could you see nothing to elicit a remark or two of disapprobation? You are impartial, doubtless; then, perhaps, you will gratify more than my humble self in the army, by explaining this seeming inconsistency. The bill passed, and I think I shall be believed by the Navy, when I say the Army participated in no small degree in that pleasing result.

One year thereafter, the Army memorialize Congress, and pray to be put upon a footing with the navy, grade for grade, as determined by the bill referred to; which bill was itself debated and fixed the year before by repeated "allusions to, and comparisons with" the Pay of the Army.

It is true there were other and more powerful grounds upon which the petitioners rested their prayer for an increase of pay; but as they were solicitous to ask for nothing but what was reasonable and what they therefore had a right to expect, they referred to the Navy Pay bill. With a view of concentrating the efforts of the friends of the army, and to act upon something determinate, statements mathematically correct, of the compensation, pay, and promotion of the two services were made by me, and published in the columns of your paper—the better to reach distant military posts—and for this you have gratuitously charged me, in the remarks referred to, of being actuated by unkind and ungenerous feelings towards the Navy, although I "desired to be understood, that it was not that either of these arms of national defence receive too much of Uncle Sam's honest gettings, but, that as the last winter's naval bill was based, and again and again urged, upon what was assumed as our pay and emoluments, our present pecuniary advantages should be nearly, if not quite equal," and "disclaiming any invidious feeling towards our gallant Navy, whose merits entitle it to its whole allowance of dollars and cents, and to that which is far less perishable—to the gratitude of the country." And again, when stating some of the grounds for an increase of pay, I say, "aside from any reference to the navy allowances, which are reasonable and well deserved by our more fortunate brethren."

One word at parting. The Army has had cause to distrust the watchfulness of its sentinels before this; he is not always the most faithful and vigilant, who oft repeats "all's well."

SUBALTERN.

THE SEMINOLE WAR.

It seems to be the fate of this nation to meet with singular disasters at the commencement of every war; they are the consequences which inevitably follow from our parsimonious policy. It is quite clear that the destruction of property effected by an enemy at the onset, together with the suspension of all ordinary business, if converted into dollars and cents, would maintain many regiments of disciplined troops who would be glad of the chance of flying to the rescue of our defenceless citizens.

Let us look at the condition of Florida: a few hundred regulars were ordered there, by piecemeal, to drive off a

powerful band of warlike Indians, acquainted with every inch of ground and ready to fight with desperation. Already the blood of many of our gallant fellow soldiers has covered the ground, and their scalps are the trophies of savages. They have been fighting at fearful odds, one to seven or eight. Dade, Frazer, Basinger, Gardiner, are massacred. Clinch has fought nobly, but is now on the defensive; his communications are cut off, and apprehensions are felt for his security. Even now his devoted band may have shared the fate of their butchered comrades. Let it be understood that five thousand men will be necessary to hunt down these nimble warriors before the sickly season commences; they are supposed to number near 2,000, and must be surrounded. They have inexhaustible quantities of arrow root, and the rivers and lakes abound with fish; these will furnish, it is thought, an ample subsistence for them, though such diet would be meagre for the whites. It is no longer prudent to despise this band, but give us, in the words of Demosthenes, action, action, action.

SUBALTERN.

[To prevent misapprehension, it is proper to observe that the writer of the foregoing is not the writer of the article bearing the same signature in another part of this paper.—*Editor.*]

"FORT" BROOKE, TAMPA BAY, Jan. 9th, 1836.

MR. EDITOR:—The attention of the public may in some degree, be attracted to this point, and I therefore give the following information:

This place was *never fortified*; two block houses were indeed built at the end of a street of four or five barracks, and quarters on each side. The Secretary ordered "Cantonments" to be called "Forts," and to that rule this post conformed.

The existing defences are called the "Fraser redoubt" in compliment to the late gallant officer of that name. It is a triangular stockade, with two block houses and a battery of two 12 pounders looking upon a plain; and some 100 yards from the barracks and a large grove of venerable live oaks, the gorge, or third side, was open to the bay shore, and has since the battle of Withlacooche, been enclosed with a 6 pound battery flanking it and making a cross fire upon the salients of the gorge. All that is fort about the position, has proceeded from the thews and muscles of its garrison from about the 1st Dec. to the date of this missive. Of all miserable contrivances in the paper way, *paper forts* are the most tormenting; impending evils check stronger epithets. It is the lot of man to do, to bear and to suffer; and here to do, or die.

A SEA COAST ARTILLERIST,
Now on his fourth Indian tour, (Subaude campaign.)

ARMY.

CORRECTION.—Order No. 7, published in the last number of the Chronicle, should have had the signature of S. COOPER, Ass't. Adj't. Gen., instead of R. JONES, Adjutant General.

Captain H. Smith, 6th Infy. and 1st Lt. A. D. Mackay, 1st Arty. relieved from the operation of Gen. Order No. 9. 1st Lt. F. D. Newcomb, 4th Infy. A. Q. M. assigned to duty at Fort Brooke, Tampa Bay.

NAVY.

Master Commandant J. P. Zantzinger has been ordered to the Navy Yard, Norfolk, Va., vice Master Commdt. B. Kennon, relieved at his own request.

Master Commandant John Gallagher has been promoted to the rank of Captain, by and with the advice and consent of the Senate, to take rank Dec. 22, 1835.

The Delaware, 74, sailed from Gibraltar for the United States about the 10th Dec.; her arrival may be hourly looked for.

Schr. Shark, Lt. Com. Ridgeway, was at Smyrna, Nov. 14th.

NAVAL MEDICAL BOARD OF EXAMINATION.

This Board, which commenced its sittings in Washington, on Monday, Jan. 18th, adjourned on Monday, Feb. 1st, having examined all the candidates who presented themselves.

The following Assistant Surgeons were passed for promotion:

To take rank next after.

- 1—John C. Spencer, Passed Ass't. Sur. Lewis B. Hunter,
- 2—George Clymer, " " J. C. Spencer,
- 3—Amos G. Gambrill, " " Daniel Egbert,
- 4—W. A. W. Spotswood, " " A. G. Gambrill,
- 5—John B. Elliot, " " W. A. W. Spotswood.

The following gentlemen were found qualified for appointment as Assistant Surgeons in the Navy:

- 1—Jonathan Dickinson Miller, of N. J.
- 2—Augustus J. Bowie, of Md.
- 3—Richard W. Leecock, of Va.
- 4—Charles T. B. Guillou, of Pa.
- 5—John T. Cox, of Conn.
- 6—John S. Messersmith, of Pa.
- 7—J. J. Abernethy, of Conn.

NOTE OF PREPARATION.—The Bunker-Hill Aurora states that orders have been received at the Charlestown navy yard to prepare the three ships now on the stocks, to be launched immediately. These ships are the *Vermont* and *Virginia*, of the line, and the *Cumberland* frigate of 44 guns.

We learn, upon enquiry, that no orders have been issued from the office of the Navy Commissioners of the tenor above-mentioned.—*Ed. A & N. C.*

REVENUE CUTTER SERVICE.

The following order has been forwarded to the officers of the different revenue cutters. The button bearing the impression of the treasury arms, surmounted by an anchor, is still the same:—

Revenue Cutter Service.

GENERAL ORDER.

Treasury Department, 15th January, 1836.

Ordered, That blue cloth be substituted for the uniform dress of the officers of the revenue cutter Service, instead of the grey, as prescribed by the order of the Department, dated July 21, 1834.

LEVI WOODBURY, Secretary Treasury.

Captain Day has been appointed to the command of the U. S. Revenue Cutter McLane, at New-Bedford, and has reported himself to the collector for duty.

MARRIAGE.

In Baltimore, on Tuesday evening, by the most Rev'd. Samuel Eccleston, Archbishop of Baltimore, GEORGE R. CARROLL, U. S. Navy, to MARIA, daughter of the late GEORGE CLARK.

DEATHS.

At the residence of Lieut. Larned, in Wheeling, Va., on the 8th of Jan., last, ELIZABETH, aged 11 months, and at the same place, on the 13th, SYLVESTER DAY, aged 6 years and 10 months, children of Lieut. F. D. NEWCOMB, of the U. S. Army.

REVOLUTIONARY SOLDIERS AND PATRIOTS.

In Baltimore, RUFUS COCHRAN, aged 88.

In New York, on the 14th ult., ISAAC HADLEY, in the 83d year of his age.

In Otsego County, N. Y. Colonel LOOMIS. He was a volunteer at the battle of Bunker Hill, and was at the battle of Monmouth, New Jersey.

In New York, on the 17th ult., of apoplexy, THOMAS THORN, Esq., in the 84th year of his age.

In Mecklenburg county, 6th ult. Mr. CHARLES ELMS, Sen., a soldier of the Revolution during the whole struggle for Independence, and participated in many of the important engagements, as several honorable scars will testify—in the 78th year of his age.

In Oxford, Maine, 19th ult. Mr. JOSEPH PERKINS, aged 81 years.

In Cornish, Me. 7th Jan., Mr. EDMUND HAMMONS, aged 84.

At his residence in Fairhaven, Mass. 27th Jan. Mr. SAMUEL TUPPER, 78.

In Somerset, Mass. on the 11th January, Mr. DAVID REED, 76.

In Lebanon, Lebanon county, Pa. on the 22d Jan. after a protracted illness, the Hon. JOHN GLONINGER, in the 78th year of his age. In early life, in the memorable year of 1776, he entered the service of his country, in defence of its liberties, and bore a part in the battle of Staten Island, as also in that of Trenton, at the taking of the Hessian troops at that place. He also made the campaign against the Indians, in the north-western parts of Pennsylvania. Having served throughout the greater part of the revolutionary war, he bore various commissions, and suffered many and severe hardships, incidental to a state of warfare.

At Little River Village, Me., Jan. 9, Mr. ELIJAH LITTLEFIELD, aged 76.

At Jamaica Plains, Massachusetts, Mr. JOHN BEAN, aged 91.

CHAIN CABLE IRON.

NAVY COMMISSIONERS' OFFICE, {

21st January, 1836.

PROPOSALS, sealed, and endorsed "Proposals for Chain Cable Iron," will be received at this office until three o'clock, P. M. of the fifteenth day of February next, for furnishing and delivering at the Navy Yard, Washington, D. C., the following quantities and descriptions of CHAIN CABLE IRON, viz:

18,360 links of 2 1-8 inches diameter, 26 inches each, in length.

20,349 links 1 15-16 inches diameter, 23 inches each, in length.

324 end links, 2 1-4 inches diameter, 27 inches each, in length.

324 end links, 2 1-16 inches diameter, 25 inches each, in length.

8 Anchor Shackles—126 Connecting Shackles—36 Swivel Pieces—18 Box Pieces for the two and an eighth inches Chain Cables.

18 Anchor Shackles—126 Connecting Shackles—36 Swivel Pieces—18 Box Pieces for the one and fifteen-sixteenths inches Chain Cables.

27 feet, of 4 1-4 by 3 3-4 inches oval, Pin Iron, in lengths 1 foot 6 inches.

90 do. 3 1 4 by 2 3-4 do. do. do. do. 5 feet.

24 do. 3 3-4 by 3 1-4 do. do. do. do. 1 ft. 4 in.

90 do. 3 by 2 1-2 do. do. do. do. do. 5 feet.

Models and drawings, showing the shapes and dimensions of the iron required for *Shackles*, *Swivels*, *Boxes*, and *Pin Iron*, will be furnished, upon application to the commanding officer of the Navy Yard, Washington. All the said iron must be of American manufacture, without any admixture of foreign iron—must be of the best quality, and manufactured from hammered bar iron, to be cut, filed, and rolled to about two inches in diameter, then cut, filed, and rolled again to the required sizes; satisfactory proof of all which must be given by the contractor to the said commanding officer. The iron required for *Shackles*, *Swivels*, and *Box Pieces*, and the oval *Pin Iron*, must be *hammered* to the respective shapes, and sizes or dimensions.

The whole of the said iron must be free from flaws, raw and fagged ends, and all other defects; and must be delivered in straight lengths. On delivery, it will be inspected, tested, and proved, under the instructions of the commanding officer of the Navy Yard at Washington, to determine whether it is all of proper quality, and corresponds in all other respects to the terms, stipulations, and conditions of the contract to be made.

One-third of *each size and description* of the said chain cable iron must be delivered on or before the tenth day of April next, one-third on or before the first day of June next, and the remainder on or before the fifteenth day of July next.

Ten per centum will be withheld from the amount of all payments, on account of the contract to be made, as collateral security, in addition to a bond, in the amount of one-third of the contract, to be given to secure its performance; and will not, in any event, be paid, unless the contract shall be complied with in all respects.

Jan. 28—3t